EATL PHASE II
Project Prioritization Exercise

Prepared by
The External Consultant
Professor Dimitrios Tsamboulas
Department of Transportation Planning and Engineering
National Technical University of Athens, Greece
Content

- Scope of prioritization exercise.
- Input received.
- Methodology-Project Classification.
- Prioritization results per country.
- Summary Results.
Scope

- Present a consistent and realistic short, medium and long term investment strategy for the identified EATL Phase II Routes.
  - Review and update of projects identified under EATL Phase I.
  - Analysis of information on new projects based on country inputs.
  - Prioritize projects through the application of the proposed methodology.
  - Elaborate the new investment plan of EATL Phase II.
Out of the 27 countries participating in this project:

- Countries that submitted data:
  Afghanistan, Armenia, Azerbaijan, Bulgaria, China, Georgia, Germany, Greece, Latvia, Lithuania, Kazakhstan, Kyrgyzstan, Mongolia, Pakistan, Republic of Moldova, Romania, Russian Federation, Tajikistan, the former Yugoslav Republic of Macedonia, Turkey, Ukraine, Uzbekistan

- Countries that did not submit data:
  Belarus, Iran, Finland, Luxemburg, Turkmenistan
Project Infrastructure Category

- By type of infrastructure:
  - Road projects (ROD)
  - Railway project (RLW)
  - Maritime projects (MAR)
  - Inland waterway projects (INL)
  - Inland/border crossing and other projects (INM)
Project Priority Category

- **Category I**
  - projects, which have funding secured and are ongoing and expected to be completed in the near future (up to 2013).

- **Category II**
  - projects, which may be funded or their plans are approved and are expected to be implemented rapidly (up to 2016).

- **Category III**
  - projects requiring some additional investigation for final definition before likely financing and implemented (up to 2020).

- **Category IV**
  - projects requiring further investigation for final definition and scheduling before possible financing, including projects, for which insufficient data existed. (most likely to be implemented after 2020)

- **Completed projects**

- **Reserve category**
  - Projects along other important routes and of national importance that may be included in the EATL routes in the future
Key Assumptions

- Updated data received by each country involved.
- Application of the methodology was not feasible in all cases due to limited data availability.
- Project costs are depicted in billion $ (United States Dollars).
Total Number of Projects

- **421 projects** were proposed by the participating countries with total cost amounting to approximately **$271 billion**:
  - **311 projects** have been identified to be along the approved and proposed EATL Phase II Routes
  - **110 projects** are of national importance (Reserve Category).
<table>
<thead>
<tr>
<th>Country</th>
<th>Total</th>
<th>Along EATL Routes</th>
<th>Reserve (of national importance)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghanistan</td>
<td>35</td>
<td>6</td>
<td>29</td>
</tr>
<tr>
<td>Armenia</td>
<td>13</td>
<td>10</td>
<td>3</td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>6</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Belarus</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bulgaria</td>
<td>23</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>China</td>
<td>18</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Finland</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia</td>
<td>20</td>
<td>16</td>
<td>4</td>
</tr>
<tr>
<td>Germany</td>
<td>6</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Greece</td>
<td>7</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Iran</td>
<td>7</td>
<td>6</td>
<td>1</td>
</tr>
<tr>
<td>Kazakhstan</td>
<td>13</td>
<td>10</td>
<td>3</td>
</tr>
<tr>
<td>Kyrgyzstan</td>
<td>9</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Latvia</td>
<td>16</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Lithuania</td>
<td>55</td>
<td>48</td>
<td>7</td>
</tr>
<tr>
<td>Luxemburg</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mongolia</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Pakistan</td>
<td>26</td>
<td>24</td>
<td>2</td>
</tr>
<tr>
<td>Republic of Moldova</td>
<td>5</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Romania</td>
<td>7</td>
<td>6</td>
<td>1</td>
</tr>
<tr>
<td>Russian Federation</td>
<td>70</td>
<td>51</td>
<td>19</td>
</tr>
<tr>
<td>Tajikistan</td>
<td>32</td>
<td>13</td>
<td>19</td>
</tr>
<tr>
<td>The former Yugoslav Republic of Macedonia</td>
<td>11</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>Turkey</td>
<td>24</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>Turkmenistan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ukraine</td>
<td>4</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Uzbekistan</td>
<td>13</td>
<td>12</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>421</td>
<td>311</td>
<td>110</td>
</tr>
</tbody>
</table>
Analysis on a Country Basis
Different project types

- Green colour: EATL route as decided
- Yellow colour: road projects along EATL route
- Red colour: rail projects along EATL route
- Purple colour: projects of national importance (not on a EATL route)
Afghanistan

- 35 Projects of total cost $3,02 billion
  - 6 along approved and proposed **EATL Routes** of total cost $0,288 billion
  - 29 of national importance of total cost $2,792 billion

- **6 EATL Routes Projects**
- **Road Projects**
  - 1 has committed funding-Category I
  - 5 classified as Category IV due to lack of information on funding
- 1% of the funding has been secured.
Armenia

- 14 Projects of total cost $2,788 billion
  - 10 along approved and proposed EATL Routes of total cost $3,069 billion
  - 3 of national importance of total cost $0,501 billion

- 10 EATL Routes Projects
  - 5 Road Projects ($0,517 billion):
    - Committed funding-Category I
  - 3 Rail Projects ($2,52 billion):
    - Category IV (at launch of tender but financing not secured yet)
  - 2 Other Projects ($0,032 billion):
    - Category II (Transport Strategy 2009-2019 to be completed in 2015)

- 17% of the funding has been secured.
Azerbaijan

- 6 EATL Routes Projects of total cost $1,788 billion
  - 4 Road Projects ($0.938 billion)
  - 1 Rail Project ($0.45 billion)
  - 1 Port Project ($0.4 billion)
  - All have committed funding - Category I

- 100% of the funding has been secured.
Belarus

- Belarus did not submit any data for the purpose of the EATL Phase II Study.
- According to original information, all projects submitted under EATL Phase I, should have been completed.
Bulgaria

- 23 Projects of total cost $8,097 billion
  - 11 along approved and proposed EATL Routes of total cost $7,697 billion
  - 12 of national importance of total cost $0.4 billion

- 11 EATL Routes Projects
  - 3 Road Projects ($0.655 billion)
    - 2 were classified as Category I
    - 1 was classified as Category II
  - 6 Rail Projects ($6.849 billion)
    - Committed funding - Category I
  - 1 Maritime port project ($0.193 billion)
    - Completed
  - 1 Inland waterway project for which no information was given and was classified as Category IV

- 93% of the funding has been secured.
China

- 18 EATL Routes Projects of total cost $7,193 billion
  - 16 Road Projects ($6,289 billion):
    - 6 have committed funding-Category I
    - 6 were classified as Category II
    - 9 were classified as Category III
  - 2 Port Projects ($0.904 billion):
    - Committed funding-Category I
  - 57% of the funding has been secured.
Finland

- Finland did not submit any data for the purpose of the EATL Phase II Study.
Georgia

- 20 Projects of total cost $1,427 billion
  - 16 along approved and proposed EATL Routes of total cost $1,371 billion
  - 4 of national importance of total cost $0,056 billion

- 16 EATL Routes Projects
  - 12 Road projects ($0,439 billion):
    - 6 have committed funding-Category I
    - For 6, there is no information on the sources of funding and thus were classified as Category IV
  - 4 Rail Projects ($0,932 billion):
    - 2 have committed funding-Category I
    - 1 was classified as Category II
    - 1 was classified as Category IV

- 71% of the funding has been secured.
Germany

- **6 Projects of total cost $5,294 billion**
  - 5 along proposed EATL Routes of total cost $4,629 billion
  - 1 of national importance of total cost $0,655 billion

- **4 EATL Routes Projects**
  - **2 Road Projects ($0,352 billion):**
    - According to evaluation methodology, these were classified as Category IV.
  - **3 Rail Projects ($4,942 billion):**
    - According to evaluation methodology:
      - 1 was classified as Category III
      - 1 was classified as Category IV
      - 1 has been completed

- **No funding has been secured.**
Greece

- 7 Projects of total cost $0.98 billion
  - 4 along proposed EATL Routes of total cost $0.78 billion
  - 3 of national importance of total cost $0.2 billion
- 3 EATL Routes Projects
  - 2 Road Projects ($0.705 billion)
  - 1 Railway Project ($0.017 billion)
  - 1 Port Project ($0.058 billion)
- All Committed funding - Category I
- 100 % of funding has been secured.
Iran

- 7 Projects of total cost $3,478 billion
  - 6 along approved and proposed EATL Routes of total cost $3,478 billion
  - 1 of national importance (no cost estimate provided).

- 6 EATL Routes Projects
  - All Rail Projects ($3,478 billion)
    - 5 were classified as Category I
    - 1 was classified as Category II

- 61% of the funding has been secured.
Kazakhstan

- 13 Projects of total cost $10,489 billion
  - 10 along approved and proposed EATL Routes of total cost $8,918 billion
  - 3 of national importance of total cost $1,571 billion

- 10 EATL Routes Projects
  - 8 Road Projects ($7,411 billion)
  - 2 Rail Projects ($1,507 billion)
    - Based on relevant information are planned to go ahead, thus belong to Category I.

- 100% of the funding has been secured.
Kyrgyzstan

- 9 Projects of total cost $3,085 billion
  - 7 along approved and proposed EATL Routes of total cost $2,897 billion
  - 2 of national importance of total cost $0.188 billion
- 7 EATL Routes Projects
  - 3 Road Projects ($0.586 billion):
    - All have committed funding-Category I
  - 3 Rail Projects ($2.311 billion):
    - 1 was classified as Category II
    - 3 were classified as Category IV
- 20% of the funding has been secured.
Latvia

- **16 EATL Routes Projects** of total cost $3,683 billion
- **6 Road Projects** ($0.967 billion)
  - 3 have committed funding - Category I
  - For 3, no information on sources of funding - Category IV.
- **10 Rail Projects** ($2,716 billion)
  - 8 have committed funding - Category I
  - For 2, no information on sources of funding - were classified as Category IV.
- **25% of the funding has been secured.**
Lithuania

- 55 Projects of total cost $1,720 billion
  - 48 along proposed EATL Routes of total cost $1,46 billion
  - 7 of national importance of total cost $0,26 billion

- 48 EATL Routes Projects
  - 9 Road Projects ($0,447 billion)
  - 30 Rail Projects ($0,844 billion)
  - 5 Maritime Projects ($0,16 billion)
  - 4 Inland Waterway Projects ($0,009 billion)

- All have committed funding—Category I
- 100% of the funding has been secured.
Luxembourg

- Luxembourg did not submit any data for the purpose of the EATL Phase II Study.
Republic of Moldova

- 5 Projects of total cost $0.871 billion
  - 4 along proposed EATL Routes of total cost $0.796 billion
  - 1 of national importance of total cost $0.075 billion
- 4 EATL Routes Projects
  - 2 Road Projects ($0.229 billion)
    - 1 has committed funding -Category I
    - 1 was classified as Category III
  - 1 Rail Project ($0.317 billion)
    - no information on the sources of funding was given - Category IV.
  - 1 inland waterway project ($0.25 billion)
    - Committed funding - Category I
- 49% of the funding has been secured.
Mongolia

- 1 rail project of national importance ($1.76 billion)
Pakistan

- 26 Projects of total cost $4,449 billion
  - 24 along proposed EATL Routes of total cost $4,242 billion
  - 2 of national importance of total cost $0,207 billion

- 24 EATL Routes Projects
  - 21 Road Projects ($3,843 billion)
    - 10 have committed funding-Category I
    - 10 were classified as Category II
    - 1 was classified as category III
  - 1 Rail Project (no cost estimate provided)
    - Limited information was given-Category IV
  - 2 Maritime Projects ($0,399 billion)
    - 1 completed
    - 1 for which limited information was given and was classified as Category IV

- 56% of the funding has been secured.
Romania

- 7 Projects of total cost $9,843 billion
  - 6 along approved and proposed EATL Routes of total cost $0,643 billion
  - 1 of national importance of total cost $9,2 billion

- 6 EATL Routes Projects
  - 2 Maritime Projects ($0,286 billion):
    - 1 has committed funding-Category I.
    - 1 for which limited information was provided-Category IV.
  - 4 Inland waterway Projects ($0,357 billion):
    - 3 have committed funding-Category I
    - 1 was classified as Category II.

- 42% of the funding has been secured for those projects that information was provided.
Russian Federation

70 Projects of total cost $148,498 billion
- 51 along approved and proposed EATL Routes of total cost $112,293 billion
- 19 of national importance of total cost $36,205 billion

51 EATL Routes Projects
- 18 Road Projects ($72,002 billion)
  - 2 were classified as Category I
  - 15 were classified as Category II
  - 1 was classified as Category IV
- 23 Rail Projects ($23,051 billion)
  - 6 were classified as Category I
  - 10 were classified as Category II
  - 7 were classified as Category IV
- 5 Maritime Projects (no cost estimate provided)
  - limited information was given-Category IV
- 5 Intermodal Terminals Projects ($17,24 billion)
  - Committed funding -Category I.

16% of the funding has been secured.
Tajikistan

- 32 Projects of total cost $4,872 billion
  - 13 along approved and proposed EATL Routes of total cost $0,627 billion
  - 19 of national importance of total cost $4,245 billion
- 13 EATL Routes Projects
  - 10 Road Projects ($0,537 billion)
    - 7 have committed funding-Category I
    - 3 for which limited information was given were classified as Category IV
  - 2 Rail Projects ($0,07 billion)
    - Limited information was given-Category IV
  - 1 intermodal terminals projects ($0,02 billion)
    - Limited information was given and were classified as Category IV
- 55% of the funding has been secured.
The former Yugoslav Republic of Macedonia

- **11 Projects of total cost $2,402 billion**
  - 10 along approved and proposed EATL Routes of total cost $2,39 billion
  - 1 of national importance of total cost $0,012 billion

- **10 EATL Routes Projects**
  - 6 Road Projects ($1,377 billion)
    - All have committed funding-Category I.
  - 4 Rail Projects ($1,013 billion)
    - Based on application of methodology, all were classified as Category II.

- 58% of the funding has been secured.
THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA
Rail priority projects

Euro-Asian Transport Links
- Capital City
- City/Rail station
- Maritime Port
- Inland Port

Rail Route (EATL)
- Rail Ferry Links (EATL)
- Rail Under Construction/Planning
- Rail Project (on EATL Route)
- Rail Project (high national importance)
- Inland Water Transport Linkages
- River

Map showing rail priority projects in Macedonia.
Turkey

- **24 Projects** along approved and proposed EATL Routes of total cost **$40,257 billion**
  - **8 Road Projects** ($12,567 billion)
    - 5 have committed funding - Category I
    - Based on the evaluation methodology, 3 were classified as Category II.
  - **9 Rail Projects** ($23,003 billion)
    - 5 have committed funding, thus belong to Category I
    - 1 was classified as Category II
    - 1 was classified as Category III
    - 2 were classified as Category IV
  - **7 Maritime Projects** ($4,687 billion)
    - 5 have committed funding, thus belong to Category I
    - 2 were classified as Category II
- **39% of the funding has been secured.**
Turkmenistan

Turkmenistan did not submit any data for the purpose of the EATL Phase II Study.
Ukraine

- **4 Projects** along approved and proposed EATL Routes of total cost **$2,141 billion**
  - **3 Road Projects** ($1,962 billion)
    - 2 have committed funding-Category I
    - 1 was classified as Category II.
  - **1 Rail Project** ($0,179 billion)
    - Committed funding-Category I
- **71% of the funding has been secured.**
Uzbekistan

- 13 Projects of total cost $2,904 billion
  - 12 along approved and proposed EATL Routes of total cost $2,694 billion
  - 1 of national importance of total cost $0.21 billion
- 12 EATL Routes
  - 2 Road Projects ($0.783 billion)
    - All committed funding - Category I
  - 11 Rail Projects ($1.911 billion)
    - 8 were classified as Category I
    - 2 were classified as Category II
- 69% of the funding has been secured.
UZBEKISTAN
Rail priority projects

* Project UZB-RLW-04: UTY Passenger locomotives fleet upgrade.

Euro - Asian Transport Links
- Capital City
- City/ Rail station
- Maritime Port
- Inland Port
- Rail Route (EATL)
- Rail Ferry Links (EATL)
- Rail Under Construction/ Planning
- Rail Project (on EATL Route)
- Rail Project (high national importance)
- Inland Water Transport Linkages
- River
Summary Analysis and Investment Plan

- **311 projects** (along EATL routes):
  - 3 projects (1% of total) have been completed
  - 187 (60% of total) projects belong to Category I – to be completed by 2013
  - 64 projects (21% of total) belong to Category II – to be completed by 2016
  - 5 projects (2% of total) belong to Category III – to be completed by 2020
  - 52 (17% of total) projects belong to Category IV – not sure when they will be completed

- The **percentage of secured funding** for the total number of EATL Projects is **33%**.
## Results Summary

<table>
<thead>
<tr>
<th>Type of infrastructure</th>
<th>All</th>
<th>Per Priority Category</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>I</td>
<td>II</td>
<td>III</td>
<td>IV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No. of projects</td>
<td>311</td>
<td>187</td>
<td>64</td>
<td>5</td>
<td>52</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Cost* of projects</td>
<td>213</td>
<td>71</td>
<td>101</td>
<td>3</td>
<td>33</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

- **ROD**
  - No. of projects: 146
  - Cost* of projects: 113

- **RLW**
  - No. of projects: 121
  - Cost* of projects: 75

- **Other**
  - No. of projects: 44
  - Cost* of projects: 25

*in Billion USD*
<table>
<thead>
<tr>
<th>Country</th>
<th>Projects</th>
<th>% Completed</th>
<th>% Up to 2013</th>
<th>% 2013-2016</th>
<th>% 2016-2020</th>
<th>% 2020-unknown</th>
<th>% Secured</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFG</td>
<td>6</td>
<td>0</td>
<td>17</td>
<td>0</td>
<td>0</td>
<td>83</td>
<td>1</td>
</tr>
<tr>
<td>ARM</td>
<td>10</td>
<td>0</td>
<td>50</td>
<td>20</td>
<td>0</td>
<td>30</td>
<td>17</td>
</tr>
<tr>
<td>AZE</td>
<td>6</td>
<td>0</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>BLR</td>
<td>11</td>
<td>9</td>
<td>73</td>
<td>9</td>
<td>0</td>
<td>9</td>
<td>93</td>
</tr>
<tr>
<td>CHN</td>
<td>18</td>
<td>0</td>
<td>44</td>
<td>50</td>
<td>6</td>
<td>0</td>
<td>57</td>
</tr>
<tr>
<td>FIN</td>
<td>16</td>
<td>0</td>
<td>50</td>
<td>6</td>
<td>0</td>
<td>44</td>
<td>71</td>
</tr>
<tr>
<td>GEO</td>
<td>5</td>
<td>20</td>
<td>0</td>
<td>20</td>
<td>60</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>GRC</td>
<td>4</td>
<td>0</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>IRN</td>
<td>6</td>
<td>0</td>
<td>83</td>
<td>17</td>
<td>0</td>
<td>0</td>
<td>61</td>
</tr>
<tr>
<td>KAZ</td>
<td>10</td>
<td>0</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>KGZ</td>
<td>7</td>
<td>0</td>
<td>43</td>
<td>14</td>
<td>0</td>
<td>43</td>
<td>20</td>
</tr>
<tr>
<td>LVA</td>
<td>16</td>
<td>0</td>
<td>69</td>
<td>0</td>
<td>0</td>
<td>31</td>
<td>25</td>
</tr>
<tr>
<td>LTU</td>
<td>48</td>
<td>0</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100</td>
</tr>
<tr>
<td>LUX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MNG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAK</td>
<td>24</td>
<td>4</td>
<td>42</td>
<td>42</td>
<td>4</td>
<td>8</td>
<td>56</td>
</tr>
<tr>
<td>MDA</td>
<td>4</td>
<td>0</td>
<td>50</td>
<td>0</td>
<td>25</td>
<td>25</td>
<td>49</td>
</tr>
<tr>
<td>ROU</td>
<td>6</td>
<td>0</td>
<td>67</td>
<td>17</td>
<td>0</td>
<td>17</td>
<td>42</td>
</tr>
<tr>
<td>RUS</td>
<td>51</td>
<td>0</td>
<td>25</td>
<td>49</td>
<td>0</td>
<td>25</td>
<td>16</td>
</tr>
<tr>
<td>TJK</td>
<td>13</td>
<td>0</td>
<td>54</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>46</td>
</tr>
<tr>
<td>FYROM</td>
<td>10</td>
<td>0</td>
<td>60</td>
<td>40</td>
<td>0</td>
<td>0</td>
<td>58</td>
</tr>
<tr>
<td>TUR</td>
<td>24</td>
<td>0</td>
<td>63</td>
<td>25</td>
<td>4</td>
<td>8</td>
<td>39</td>
</tr>
<tr>
<td>TKM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UKR</td>
<td>4</td>
<td>0</td>
<td>75</td>
<td>25</td>
<td>0</td>
<td>0</td>
<td>71</td>
</tr>
<tr>
<td>UZB</td>
<td>12</td>
<td>0</td>
<td>83</td>
<td>17</td>
<td>0</td>
<td>0</td>
<td>69</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EATL NETWORK</th>
<th>Projects</th>
<th>EATL Projects Implementation Progress</th>
<th>%</th>
<th>Funding</th>
<th>Secured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completed</td>
<td>Up to</td>
<td>2013-2016</td>
<td>2016-2020</td>
<td>2020-unknown</td>
<td>unknown</td>
</tr>
<tr>
<td>311</td>
<td>1%</td>
<td>60%</td>
<td>21%</td>
<td>2%</td>
<td>16%</td>
</tr>
</tbody>
</table>
Results Summary per Road projects’ Priorities and Cost

- **146** are road projects (47% of total), with value of **$113 billion**, representing 53% of the total investment cost, of which:
  - **57%** belong to **Category I**, with value of **$22.3 billion**, representing 20% of the total investment cost for road projects.
  - **27%** belong to **Category II**, with value of **$88.3 billion**, representing 78% of the total investment cost for road projects.
  - **2%** belong to **Category III**, with value of **$0.3 billion**, representing 0.3% of the total investment cost for road projects.
  - **14%** belong to **Category IV**, with value of **$1.9 billion**, representing 1.7% of the total investment cost for road projects.
Results Summary per Rail projects’ Priorities and Cost

- 121 are railway projects (39% of total), with value of $75 billion, representing 35% of the total investment cost, of which:
  - 62% belong to Category I, with value of $28.3 billion, representing 38% of the total investment cost for rail projects.
  - 16% belong to Category II, with an estimated value of $9.2 billion, representing 12% of the total investment cost for rail projects.
  - 2% belong to Category III, with value of $2.7 billion, representing 4% of the total investment cost for rail projects.
  - 19% belong to Category IV, with value of $31.3 billion, representing 42% of the total investment cost for rail projects.
  - 1% has been completed, with value of $3.6 billion, representing 5% of the total investment cost for rail projects.
Results Summary per Other projects’ Priorities and Cost

- **44** are other projects (14% of total), with value of **$25 billion**, representing 12% of the total investment cost of which:
  - **64%** belong to **Category I**, with value of **$20.5 billion**, representing 82% of the total investment cost for other projects.
  - **11%** belong to **Category II**, with value of **$3.8 billion**, representing 15% of the total investment cost for other projects.
  - **20%** belong to **Category IV**, with value of **$0.1 billion**, representing 1% of the total investment cost for other projects.
  - **5%** have been **completed**, with value of **$0.6 billion**, representing 2% of the total investment cost for other projects.
Recommendations

- The implementation of EATL Phase II network is a long-term process.
- Requires political will, commitment and cooperation from all the countries involved.
- Recommended actions: data collection, monitoring, GIS Mapping update/maintenance, continuous revision/update of the Investment Plan and funding securisation, Technical and Institutional actions, etc.
- Projects of national importance:
  - depending on the significance and priorities set for those by their respective countries, and their potential to impact on established connections, could be considered for inclusion in a future revision of the EATL network.
Thank you for your attention!